

AMENDMENTS TO THE CLAIMS

Please amend Claims 1-4, 8-11 and 15-18 as follows.

LISTING OF CLAIMS

1. (currently amended) A suspension system for a vehicle, comprising:
 - a frequency dependent damper defining a first pressurized working chamber;
 - an air spring assembly defining a second pressurized working chamber;
 - and
 - a booster enabling pressure communication between said first pressurized working chamber and said second pressurized working chamber~~[[.]],~~ said booster defining a first booster chamber and a second booster chamber, a cross-sectional area of said first booster chamber being different than a cross-sectional area of said second booster chamber such that a first change in pressure in said first pressurized chamber causes a second change in pressure in said second pressurized chamber, said first change in pressure being different than said second change in pressure.

2. (currently amended) The suspension system of claim 1 wherein said booster comprises:
 - a housing defining ~~segmented~~ said first and second booster chambers;
 - and
 - a piston assembly slidably disposed within said ~~segmented~~ first and second booster chambers.

3. (currently amended) The suspension system of claim 2 wherein said piston assembly comprises:

a first piston ~~dividing a~~ disposed in said first ~~segmented chamber and a~~ second segmented booster chamber; and

a second piston interconnected with said first piston and ~~dividing~~ disposed ~~in said second segmented chamber and a third segmented~~ booster chamber.

4. (currently amended) The suspension system of claim 3 wherein said first segmented booster chamber is in fluid communication with said ~~second~~ first pressurized working chamber and said ~~third working~~ second booster chamber is in fluid communication with said ~~[[first]]~~ second pressurized working chamber.

5. (original) The suspension system of claim 4 wherein said first piston is of a larger diameter than said second piston.

6. (original) The suspension system of claim 1 further comprising a restrictor disposed between said air spring assembly and said booster to inhibit pressurized fluid flow therebetween.

7. (original) The suspension system of claim 1 further comprising a limiter that limits operation of the booster.

8. (currently amended) A suspension system disposed between a sprung portion and an unsprung portion of a vehicle, comprising:

a frequency dependent damper defining a first pressurized working chamber;

an air spring assembly integrated with said frequency dependent damper and defining a second pressurized working chamber; and

a booster enabling pressure communication between said first pressurized working chamber and said second pressurized working chamber~~[[.]]~~, said booster defining a first booster chamber and a second booster chamber, a cross-sectional area of said first booster chamber being different than a cross-sectional area of said second booster chamber such that a first change in pressure in said first pressurized chamber causes a second change in pressure in said second pressurized chamber, said first change in pressure being different than said second change in pressure.

9. (currently amended) The suspension system of claim 8 wherein said booster comprises:

a housing defining ~~segmented~~ said first and second booster chambers; and

a piston assembly slidably disposed within said ~~segmented~~ first and second booster chambers.

10. (currently amended) The suspension system of claim 9 wherein said piston assembly comprises:

a first piston ~~dividing a~~ disposed in said first ~~segmented chamber and a~~
second segmented booster chamber; and

a second piston interconnected with said first piston and ~~dividing disposed~~
in said second ~~segmented chamber and a third segmented~~ booster chamber.

11. (currently amended) The suspension system of claim 10 wherein said first
~~segmented~~ booster chamber is in fluid communication with said ~~second~~ first pressurized
working chamber and said ~~third working~~ second booster chamber is in fluid
communication with said ~~[[first]]~~ second pressurized working chamber.

12. (original) The suspension system of claim 11 wherein said first piston is of
a larger diameter than said second piston.

13. (original) The suspension system of claim 8 further comprising a restrictor
disposed between said air spring assembly and said booster to inhibit pressurized fluid
flow therebetween.

14. (original) The suspension system of claim 8 further comprising a limiter
that limits operation of the booster.

15. (currently amended) A vehicle, comprising:
a sprung component;
an unsprung component; and

a suspension system disposed between said sprung portion and said unsprung portion, said suspension system comprising:

a frequency dependent damper defining a first pressurized working chamber;

an air spring assembly defining a second pressurized working chamber;
and

a booster enabling pressure communication between said first pressurized working chamber and said second pressurized working chamber~~[[.]]~~, said booster defining a first booster chamber and a second booster chamber, a cross-sectional area of said first booster chamber being different than a cross-sectional area of said second booster chamber such that a first change in pressure in said first pressurized chamber causes a second change in pressure in said second pressurized chamber, said first change in pressure being different than said second change in pressure.

16. (currently amended) The vehicle of claim 15 wherein said booster comprises:

a housing defining ~~segmented~~ said first and second booster chambers;
and

a piston assembly slidably disposed within said ~~segmented~~ first and second booster chambers.

17. (currently amended) The vehicle of claim 16 wherein said piston assembly comprises:

a first piston ~~dividing a~~ disposed in said first ~~segmented chamber and a~~
~~second segmented~~ booster chamber; and

a second piston interconnected with said first piston and ~~dividing~~ disposed
in said second ~~segmented chamber and a third segmented~~ booster chamber.

18. (currently amended) The vehicle of claim 17 wherein said first ~~segmented~~
booster chamber is in fluid communication with said ~~second~~ first pressurized working
chamber and said ~~third working~~ second booster chamber is in fluid communication with
said ~~[[first]]~~ second pressurized working chamber.

19. (original) The vehicle of claim 18 wherein said first piston is of a larger
diameter than said second piston.

20. (original) The vehicle of claim 15 further comprising a restrictor disposed
between said air spring assembly and said booster to inhibit pressurized fluid flow
therebetween.

21. (original) The vehicle of claim 15 wherein said frequency dependent
damper and said air spring assembly comprise an integrated shock assembly.

22. (original) The vehicle of claim 15 further comprising a limiter that limits
operation of the booster.